

COUNTRY <u>Eastern Germany</u>		SECURITY INFORMATION	
TOPIC <u>Laerz Airfield</u>		REPORT	
EVALUATION		PLACE OBTAINED	
DATE OF CONTENT		DATE PREPARED <u>3 November 1952</u>	
DATE OBTAINED		REFERENCES <u>50X1-HUM</u>	
PAGES <u>5</u>		ENCLOSURES (NO. & TYPE)	
REMARKS			

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1. Between 18 August and 5 September, repair work was being done on the garages located in the triangle formed by the Ellerholz-Rechlin and Rechlin-Puetnitz roads. Trucks [redacted] were parked in the [redacted] garages. 50X1-HUM
2. Five aircraft crates measuring 3x1.8x2.5 meters [redacted] were shipped from the crate dump at the edge of the woods near the fuel dump to the garages. (1) 50X1-HUM
3. In a shed the door of which was locked, two crates measuring 3x2x1.6 meters were stored. The crates, which apparently contained aircraft engines [redacted] During repair work on this shed, the crates were guarded by a sentry. (2) 50X1-HUM
4. The firm of G. Prade in Rechlin, which previously was contracted for construction work only at the Rechlin and Laerz airfields, has recently also done masonry work at Puetnitz, Neuruppin, Wittstock and Perleberg airfields. (3)
5. Between 11 a.m. and 3 p.m. on 31 August, two MiG-15s landed at the field. On 5 September, six railroad tank cars were seen on the track of the Vietnambahn line. Their fuel was transloaded into three tank trucks [redacted]

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6. There was no flying at the field on 8 September. Between 7 a.m. and 4 p.m. on 9 September, about 30 jet fighters took off in groups of two. [redacted] There was flying at the installation from 8:30 a.m. to 5 p.m. on 10 September. A large number of jet fighters, which had taken off in groups of two, practiced formation flying. [redacted] Contrary to a previous statement, plane [redacted] was a MiG-15 and not a type 29 plane. Between 8 a.m. and 2 p.m. on 11 September, there was flying mostly by individual planes. Flying was also observed between 7:30 a.m. and 5 p.m. on 12 September. The planes took off in groups of [redacted]

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two for formation flying.

(4) There was no flying on 13 September.

7. Trucks [ ] and tank truck [ ] were observed at the field.

8. On 12 September MiG-15s [ ] were observed landing at the field. Small convoys of trucks and half tracks were observed in Roebuck proceeding toward Waren on 15 and 16 September.

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9. Activities observed at the field during the period from 1 through 12 September included:

1 September. There was little flying.

2 September. No flying in the morning. After 3 p.m., aircraft towing sleeve targets were flying toward Waren.

3 September. Aircraft practiced flying in groups of two at the Klopsow training grounds in the morning; in the afternoon the weather was rainy, and there was no flying.

4 September. MiG-15s flying at great intervals practiced attacks over Laerz between 10:30 a.m. and noon.

5 September. There was flying between 6:30 a.m. and noon. After an alert was sounded about 4:20 p.m., the soldiers in the Rechlin restricted area mounted trucks which then proceeded to the civilian settlement north of Vietzen. About 5 p.m., the trucks and the soldiers returned to the restricted area. (5)

8 September. It rained throughout the day, and there was no flying. After the weather improved individual planes practiced night flying.

9 September. After 7 a.m., there was formation flying throughout the day by 28 MiG-15 and type-29 planes. The planes took off in groups of two and subsequently assembled into two squadrons of three flights each with a leading flight in the center in front of the two squadrons. There was also night flying by individual aircraft which continued until after 10 p.m.

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10 September. There was again formation flying by 28 swept-back jet fighters from 7:30 a.m. until in the afternoon. About 12:15 p.m. [ ] one formation of MiG-15s landing. The planes landed individually within a period of eight minutes. (6) About 1 p.m., a MiG-15 attacked an air sleeve towed by a Pe-2. The target was attacked from the rear and from the side. About 5 p.m., [ ] a single-engine, low-wing monoplane which towed an air sleeve flying toward Waren. About 11 a.m. [ ] 40 MiG-15 and type-29 planes, two biplanes, 1 single-engine, low-wing monoplane and 1 Pe-2 at the field near the Jolly ridge-Laerz road. One MiG-15, 2 biplanes, 1 single-engine, low-wing monoplane, and 1 Pe-2 were seen on the taxiway. Five or 7 MiG-15s were parked southeast of the flight control station, and 28 MiG-15 and type-29 planes were observed on the west side of the north-south runway, south of the east-west runway. (7)

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12 September. Only 3 to 5 swept-back jet fighters practiced individual flying.

10. Vehicle convoys observed on 12 September in connection with a practice alert consisted of the following vehicles:

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a. First convoy: Trucks [ ]  
3/4-ton trucks [ ]  
3/4-ton trucks, all vehicles occupied by personnel wearing black-bordered blue epaulets; tank trucks [ ]

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trucks [ ] (8) Among the tank trucks, there was a vehicle which mounted a square box rounded off at its sides, with a chimney 30 cm high. Two hoses which had a diameter of 10 cm were seen near the chimney. (9)

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b. Second convoy: Radio truck [ ] towing a generator and trucks [ ] occupied by personnel wearing black-bordered blue epaulets, [ ] red disks as used for the covering of air intakes and outlets of MiG-15s on the trucks occupied by personnel. (10)

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c. Third convoy: Truck [ ] mounting a searchlight, tank truck [ ] occupied by personnel wearing black-bordered blue epaulets and bus [ ] occupied by personnel wearing black-bordered blue epaulets.

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d. Fourth convoy: Trucks [ ] occupied by personnel wearing black-bordered blue epaulets; ambulance [ ] trucks [ ] occupied by personnel wearing black-bordered blue epaulets; and radio truck [ ]

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Between 11 a.m. and noon on 14 September, the vehicles returned in about the same convoy order as observed on 12 September.

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11. In the afternoon on 15 September, several squadrons of MiG-15s were observed flying. [ ] these planes had come from other airfields since no planes had been observed taking off at Laerz airfield. Between 15 and 17 September, flying at the field was heavier than usual. Night flying was practiced only occasionally. (11)

12. [ ] a truck loaded with four coffins was observed passing through Wipperow toward Vietzen about 5:15 a.m. On the morning of 16 September [ ] two trucks each of them carrying two coffins adorned with flowers, a truck loaded with personnel wearing black-bordered blue epaulets all of them carrying carbines with fixed bayonets and some 3/4-ton trucks occupied by officers leaving Roebel toward Wittstock.

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13. [ ]

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14. [ ] there was no change in the status of the radio installation with one mast, previously observed about 350 meters east of the lane separating forest districts Nos 223 and 222. The low wooden building previously observed at the radio installation with four masts nearby had been replaced by a semi-permanent building. (13)

15. Prior to 18 September, all aircraft crates were stored near the tank dump. About 5:30 a.m. on 18 September, six large aircraft crates fitted with attachments were in near the spur track of the field. The crates had apparently been towed there. (14)

16. [ ] the two-wire line observed on 13 August north of Mirow Canal between the Vietzen-Laerz road and the railroad line, had been dismantled. Between 7 and 14 September, an 8-wire overhead telephone line was built from Mirow to the southwestern corner of the field.

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17. On 14 September, two railroad tank cars and on 18 September seven railroad tank cars were observed on the spur track of the field.

18. After 10 September, the 6 or 7 trucks loaded with field kitchens which had been observed in the southwestern portion of the airfield along the Vietzen-Laerz road in mid-August were no longer seen. (15)

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Comments.

- (1) This item of information refers to crates which arrived at the field loaded with MiG-15s on 20 May 1952. [redacted] these empty crates are being returned to the east. [redacted]
- (2) It is believed that these crates contain jet engines.
- (3) The firm mentioned has been observed doing above ground construction work at Laerz airfield.

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- (5) This practice alert testing the readiness of soldiers in case of air attacks was previously reported. [redacted] 50X1-HUM
- (6) The flying observed on 10 September indicates that formation flying at regimental level was practiced.
- (7) These figures agree with previous information, according to which the two fighter regiments stationed at Laerz are equipped with a total of 40 to 42 MiG-15s.
- (8) This practice transfer of an OATB and an air unit equipped with 28 MiG-15s which took place between 12 and 14 September 1952, was reported previously. [redacted] 50X1-HUM
- (9) The set observed probably was a pre-heater, as used for the pre-heating of jet engines or of lubricants.
- (10) This observation shows that the lids covering the air intakes of jet aircraft are carried along by ground personnel when fighter units are being transferred from one field to another.
- (11) [redacted] joint army and air force exercises took place in the Rathenow-Doebritz area between 15 and 18 September 1952. Aircraft of the fighter regiments of Pustnitz, Laerz and Wittstock probably participated in these exercises. [redacted] 50X1-HUM
- (12) The tank trucks observed probably had a capacity of 3,000 liters.
- (13) The radio installations observed were the outer low frequency approach beacon and the PKV-45 D/F station.
- (14) These field kitchens probably served AAA soldiers which were quartered in tents nearby. [redacted] temporary buildings have been constructed for the AAA units concerned. [redacted] It is believed that the field kitchens were removed after the completion of these buildings. 50X1-HUM

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